

# PEARL HARBOR AND THE FLEET

## Lesson Taught by the Visit of Our Sixteen Battleships.

### HAWAIIAN HARBOR NEEDED

#### Work at Last Begun and Naval Experts Are Laying the Plans.

Some of the Men-of-War Could Not Even Coal Off Honolulu—Rear Admiral Schroeeder Head of the Board Which Will Authorize the Improvements—A Trip by Launch to the Landlocked Bay Which Could Shelter in Safety Thousands of Ships—A Suggestion That Hawaii's Own Revenues Be Spent on It.

ON BOARD U. S. S. LOUISIANA, U. S. BATTLE FLEET, Honolulu, H. I., July 22.—The Atlantic fleet, as the world's gridding collection of sixteen American battleships is known officially, although designated as the battle fleet by President Roosevelt in his annual message to Congress last December, came face to face here with one of the hard facts of national urgent need—this is, the immediate improvement of Pearl Harbor.

The fleet anchored for the most part in the open roadstead of Honolulu harbor. There was not room for all the ships inside. Only eight miles away is one of the finest natural harbors in the world, a place of shelter just now more important to the United States from a military and commercial standpoint than any harbor it possesses. Not one of these sixteen battleships could enter it. They could not even coal off Honolulu with comfort. Four ships had to seek the sheltering lee of the Island of Maui, seventy miles away, to take fuel. The others found room one by one in Honolulu's small harbor.

If there is one fact that has been drilled into the minds of the American people in recent years it is that the Pacific Ocean is the legitimate sphere of action for the energy of the United States from a diplomatic, military and commercial point of view. In a loose way of speaking those experienced in statecraft have spoken of this matter of national action as meaning the control of the Pacific.

No such policy directly or indirectly has ever been formulated or enunciated by the American Government. What has been made plain is that the American people have begun to realize that peace upon the sea, especially the Pacific, with a door open to all, is an essential factor in our national development.

No one expects or even desires the United States to secure absolute control of the Pacific. All Americans do wish to see it Americanized. That is, they want this country to make sure that no other nation shall control it and that in the friendly rivalry to be developed on the Pacific every nation shall have an equal chance. To bring this about there must be peace; to make sure of peace the improvement and immediate use of Pearl Harbor is as necessary to the Americanization of the Pacific as an adequate supply of water and food is to an army on the march.

#### KEY FOR OPENING THE HARBOR.

In its primary purpose the problem of developing Pearl Harbor is essentially military. The presence of this great fleet of battleships lying off its deep recesses was mute testimony to this fact. There was the great harbor with its entrance only partly opened, with a site already purchased for a great naval station, and there was the great fleet outside with an immediate need of the place for coaling, to say nothing of ultimate use. That fleet was literally knocking at the door of the harbor and if the ships could have given tongue to their insatiable impulses a mighty roar would have been heard from here clear across the United States, which, being interpreted would have said:

"Open Pearl Harbor at once to the navy of the United States."

That cry would have meant solely that the navy must have a complete naval station in Pearl Harbor if the country expects the navy to defend it adequately from attack in the Pacific. It would have meant that national protection demands this naval station. It would have meant no more, for the navy as an entity concerns itself strictly with its own affairs, and to a man those who are on its official register know that without Pearl Harbor it can not do the work of national protection in the Pacific that the country wants it to do.

#### CAPT. MAHAN ON HAWAII'S POSITION.

Listen to what the foremost recognized authority on naval strategy and development as applied to international affairs, Capt. A. T. Mahan, had to say on this subject in 1893:

To any one viewing a map that shows the full extent of the Pacific two circumstances will be strikingly and immediately apparent. He will see at a glance that the Sandwich Islands stand by themselves in a state of comparative isolation, and a vast expanse of sea; and, again, that they form the center of a large circle whose radius is approximately the distance from Honolulu to San Francisco. This is substantially the same distance as from Honolulu to the Gilbert, Marshall, Samoan and Society Islands, all under European control except Samoa, in which we have a partial influence.

To have a central position such as this and to be so remote from rival and admitting no rival, are conditions that at once fix the attention of the strategist. But to this striking combination is to be added the remarkable relations borne to the great commercial routes traversing this vast expanse.

Too much stress cannot be laid upon the immense advantage to us of any maritime enemy having a coaling station well within 2,400 miles, as this is, of every point of our coast line from Puget Sound to Mexico. Were there many others available we might find it difficult to exclude from all. There is, however, but the one. Shut out from the Sandwich Islands as a coal base, an enemy is thrown back for supplies of fuel to distances of 8,000 or 4,000 miles, or between 7,000 and 8,000 miles and coming an impediment to sustained maritime operations well nigh prohibitive. It is rarely that so important a factor in the attack or defense of a coast line—of a sea frontier—is concentrated in a single position.

Four years ago Seneca E. Bishop, who made an exhaustive study of the need of developing Pearl Harbor, wrote this:

On what ground, it will be asked, is it as-

serted that Hawaii with its great harbor constitutes the one strategic point of giving maritime control of the North Pacific and makes secure the defense of the United States? One reason is this: Hawaii, solitary and alone, occupies the one mid-ocean position off the American coast from which our Western powers can possibly be attacked by a foreign enemy. For to make necessary of calling and supply such a position must be within a few days steaming of the point of attack. It is obvious that San Francisco could not be attacked directly from the remote Asiatic north, because the sea route would exhaust their coal before reaching our coast. But Hawaii, if held by the enemy, would be a convenient point from which to attack, being within six days easy steaming.

There is also the immediate supply port on either side. The nearest Asiatic port is distant fifteen days steaming from our Pacific Coast. Hawaii actually controls the situation on the West. Held by an enemy, it is of more value than a whole navy of battleships and cruisers. Pearl Harbor, once well-furnished with naval facilities and made impregnable, renders it a complete mistress of the North Pacific against enemies.

Read also what Lieutenant-Commander Edward L. Beach of the navy has just published on this subject in a paper printed in the United States Naval Institute:

In the possession of Hawaii our naval strength in the Pacific is immeasurably increased if Hawaii be secured from enemy. But if the enemy take it and keep it our naval strength is weakened in the same ratio. Holding Hawaii, our Pacific coast is absolutely safe from attack. And yet Hawaii remains inadequately fortified. Should war be waged in the Pacific in the absence of our fleet our island possessions must succumb, and our fleet must start from ports of our Pacific home base laden with stores and coal. The effect of this may be made our battleships, armed cruisers, for it is well known that the tops of the armor belts of our battleships are already close to the water lines, and if the ships be overladen they will be beneath it. And in the event of the first fortnight's voyage under these damaging conditions of overload, the fleet will be exposed to battleship attack from an enemy which has acquired by preliminary conquest of the American territories of Hawaii a base from which to deliver blows within a five day radius and with its own choice of position.

Read finally what the Committee on Naval Affairs of the House of Representatives said in a report to the House in April last, when it favored an appropriation for starting a naval station, a matter to which Congress assented:

In the judgment of your committee the new developments on the Pacific and among the nations that border on its shores make it imperative that a strong operating base be established for our navy at Pearl Harbor. Without such a base the navy of the United States is not designed primarily for the protection of Hawaii. Its main purpose is to form a buffer of defense for our entire Pacific coast and to make possible our naval supremacy upon the Pacific. At present the possession of Hawaii could harass and threaten our entire Western coast. On the other hand, with our own fleet operating from a well equipped base at Pearl Harbor no fleet from the Orient would find it practicable to threaten our coast because of the strong hold left in their rear and of the prohibitive distance from their coaling base. The equipment of Pearl Harbor is therefore a matter of prudence and not of extravagance. It will constitute one of the strongest factors in the prevention of war with any power in the Far East.

#### OUR TREATY RIGHT TO PEARL HARBOR.

It would be superfluous to add anything to emphasize the urgent need of developing Pearl Harbor. But it is of interest to know that the United States has had the right to improve it for more than twenty-two years and not until the present year, when it became known that the Atlantic fleet would call at Honolulu, was anything done to advance the matter. In 1880, in the first administration of President Cleveland, a treaty was ratified between Hawaii and the United States which said:

His Majesty the King of the Hawaiian Islands grants to the Government of the United States the exclusive right to enter the harbor of Pearl River, in the island of Oahu, and to establish there a coaling and repair station for the use of the United States navy, and that the United States may improve the entrance to said harbor and do all other things needful to the purpose aforesaid.

Thus was the right given to this country in the days of the Hawaiian monarchy to make Pearl Harbor the outlet of the United States navy. What was done? Congress in 1900, fourteen years later, appropriated \$150,000 to purchase a site on the shores of the harbor for a naval station. In July, 1902, the purchase of 725 acres of land, mainly on the south shore of East Loch of the harbor, was made at a cost of \$136,000. An appropriation had also been made in a river and harbor bill for excavating the sandbar at the entrance to the channel, and at a cost of about \$100,000 a channel 250 feet wide, 30 feet deep and 1,500 feet long has been dredged. It will be seen that vessels having a draught of twenty-five feet or less may now enter the harbor, although there remains necessary the removal of several minor obstructions which make such an attempted entrance inadvisable except under the most favorable conditions.

#### APPROPRIATION MADE FOR A START.

That is all that has been done for the development of the harbor since the United States obtained the exclusive control over it. Now Congress has actually ordered the improvement of this harbor and has set aside \$1,000,000 to begin it. And what is of even more significance is the fact that the arrival of this Atlantic fleet marks the actual beginning of the work, for on this fleet is a board of officers whose duty it is to lay down a general plan of improvement. That board is headed by Rear Admiral S. D. Schroeeder, commander of the second division of the fleet, and accompanying the board is Rear Admiral W. L. Capps, who came here with the fleet as a passenger.

Hence the arrival of the fleet had not only peculiar significance in that it called national attention to the need of developing Pearl Harbor, but it furnished a cause for rejoicing because this arrival was instrumental in the actual beginning of the work. It is not permissible to correspondents with the fleet to make known any conclusions that the Schroeeder board may reach because of the ruling laid down by Rear Admiral Sperry, the commander in chief, that "no detailed information which is properly a subject of special report to superior authority and which should be made public if at all by the superior authority is to be furnished to correspondents or other civilian passengers, nor shall correspondents be permitted to transmit any such information."

Hence whatever improvements the Schroeeder board may suggest will reach the public through the secretary of the Navy. In a general way it may be said that the board—anybody could guess as much—probably drew up some plan involving a general scope of improvements, especially in the way of buildings and their sites, and also recommended how the appropriations made this year should be spent. This is what Congress ordered the Secretary of the Navy to do in the navy appropriation bill just passed.

The Secretary of the Navy is hereby authorized and directed to establish a naval station at Pearl Harbor, Hawaii, on the site heretofore acquired for that purpose, and to erect thereat all necessary machine shops,

storehouses, coal sheds and other necessary buildings, and to build thereat one graving drydock capable of receiving the largest war vessel of the navy at a cost not to exceed \$2,000,000 for said drydock. The sums hereinafter stated are hereby appropriated and made immediately available at the discretion of the Secretary of the Navy, to wit: Toward dredging an entrance channel of a depth of thirty-five feet, \$400,000; toward erection of a drydock, \$200,000; toward erection of machine shops (to cost \$300,000), \$100,000; toward erection of storehouses (to cost \$800,000), \$100,000; toward yard development, \$100,000—in all, \$1,000,000.

The law then tells how the work shall be contracted for and superintended. After that any one can guess what occupied the time of the Schroeeder board while here. The details will be given out later undoubtedly by the Navy Department.

#### DESCRIPTION OF THE HARBOR.

But exactly where is Pearl Harbor and what is it like at present, the reader may

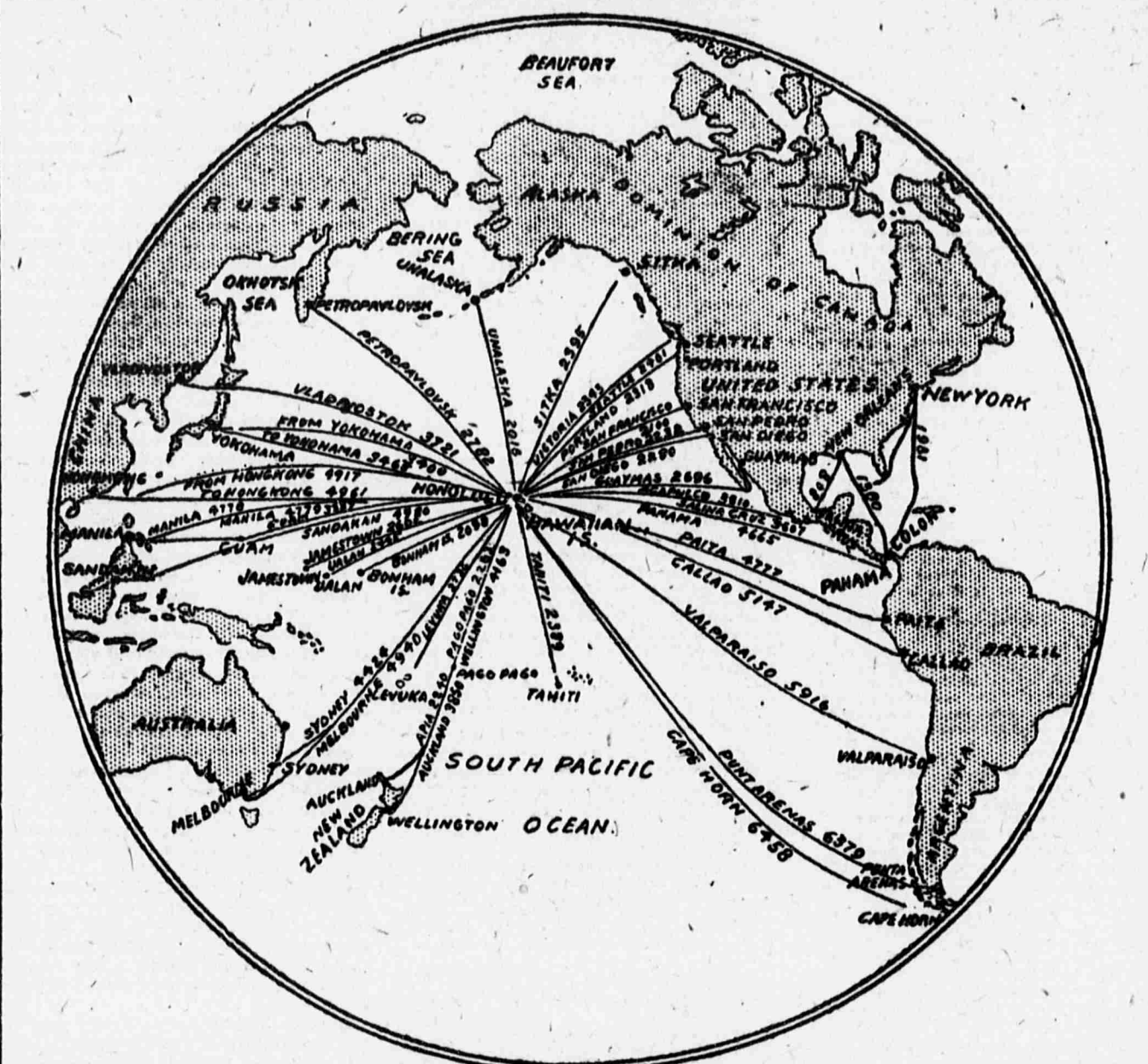
Further out in the East Loch is Ford Island, the southern shore of which, amounting to twenty-five acres, have been purchased. Here is land sufficient for the establishment of a great naval base. The approach to it is narrow. Fortifications for the harbor of Honolulu can only protect it. The channel itself also is capable of being fortified, and indeed such fortifications are already under way. There are no swamp lands about. It is within easy reach of Honolulu.

#### HOW PEARL HARBOR LOOKS TO-DAY.

One of the best ways to see Pearl Harbor to-day is to go there by launch from Honolulu. You get tossed about a good deal by the long swells of the Pacific in the eight mile run and you are glad to see the two buoys about two miles out that mark the entrance to the place. As you pass between them you see the long swells breaking in foaming crests almost within 100 yards

the water from six to ten feet. A stream of coral rock underlies the thin soil, and below that may be seen the thin soil, that is of easy excavation. Fish are leaping from the water and here and there the sampans of the Japanese tell the story of labor imported into these islands. An occasional lodge of some man who loves seclusion and the peaceful surroundings of a beautiful bay, peeps out from the shrubbery, and now and then you hear the laughter of children. The echoes resound with all the intensity of deep solitude.

It is difficult to imagine that this place is soon to become a great center of commerce and military preparation. The great extent of the place amazes you and you wonder why it was that Honolulu was not built here. The answer is forthcoming when it is known that the sand bar to the harbor was a few feet nearer the surface than that of Honolulu Harbor in the old days, and also that Honolulu, in the Nuuuau



THE CROSSROAD OF THE PACIFIC.

ask. Well, it is the only land locked harbor in the Hawaiian Islands and, as has been said, it lies less than ten miles west of Honolulu and the entrance to it is from the same general body of water through which a ship enters Honolulu Harbor. Pearl Harbor resembles in rough outline a three leaf clover. The stem is nearly three miles long and from one-half to three-quarters of a mile wide. At the upper end the stem branches into two forks, one of which runs into what is called West Loch and the other into Middle Loch and East Loch. The water in this stem and its branches has an average depth of from eight to twenty fathoms. A large part of the lochs is covered by water six to eight fathoms deep and the character of the bottom of the lochs is such that it could be dredged easily to any required depth. There are more than ten miles of deep water in the stem and branches—rivers, they are called. Once in them a hundred battleships could float safely. It is estimated that there are more than 2,400 acres

of the buoys. The coral reef is there and you are glad that your little craft is headed for the opening. You are surprised to see how narrow it is—only 250 feet wide. After you have gone a quarter of a mile inside your pilot tells you that you are right over the bar and that the water is thirty feet deep. The entrance is as straight as a taut rope and you wonder why the ships are not already entering the place. He tells you the reason quickly:

"You'll see why when we come to make the sharp turns shortly."

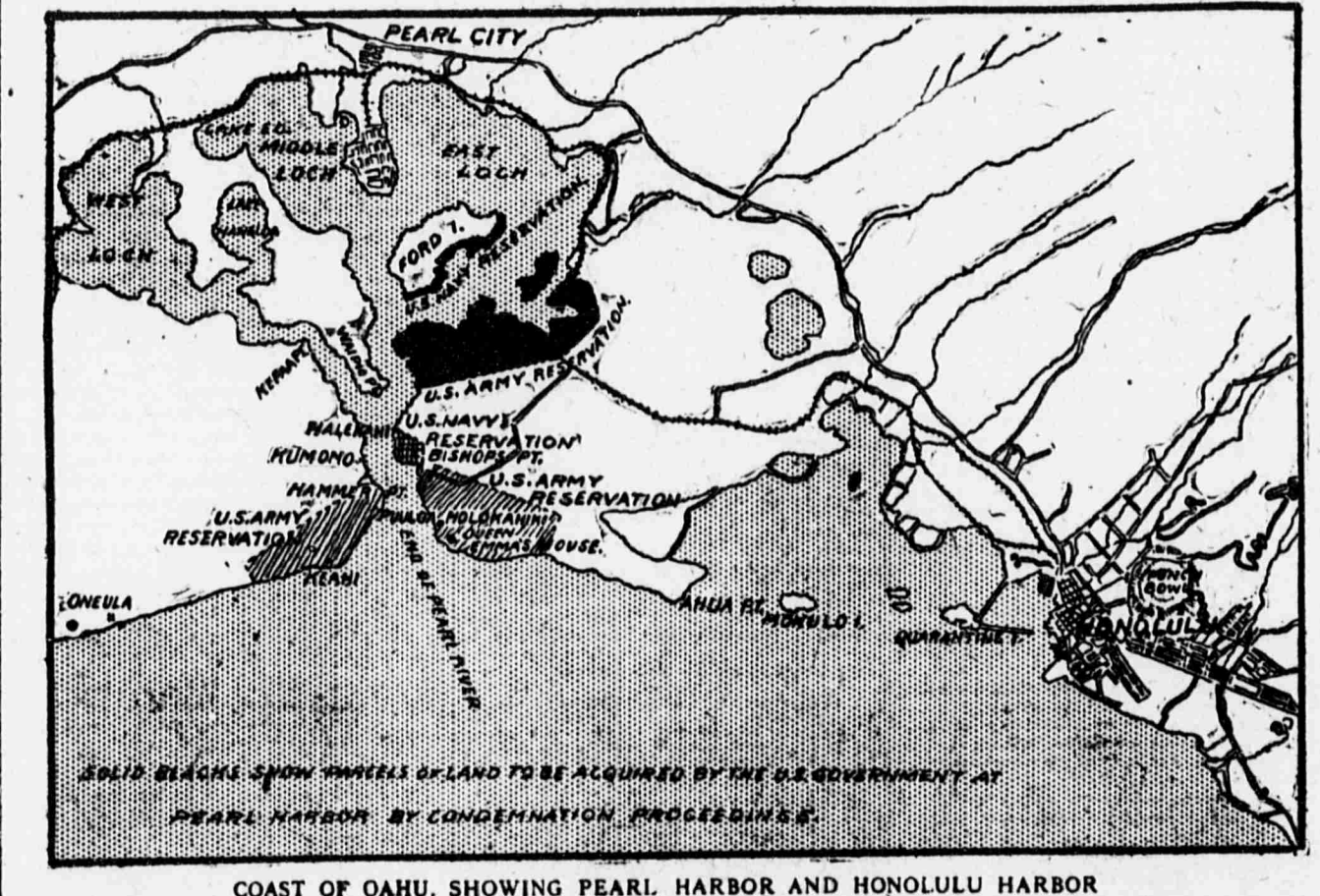
Soon you make a gentle curve to the west. You are told that in the narrow channel there is a depth of 85 feet of water. Then comes a swing to the east just as you enter the space between the low shores of the harbor and you are surprised to know that there is 125 feet of water under you. The shores come together within half a mile and you twist and turn sharply and then you begin to realize how impossible it is for big ships to use the entrance.

River, had a supply of fresh water, which Pearl Harbor had not. The whalers made Honolulu largely. They could get fresh water there, hence that became the seaport of Oahu.

#### REAR ADMIRAL SAYS OF HER MONEY BACK.

One comes away from Pearl Harbor wondering why the Government could have delayed its development so long. This is all the more surprising when one considers what Hawaii has done for the rest of the United States since annexation. Only last year the customs receipts in Honolulu amounted to more than \$1,500,000. Every cent of that was sent to the national treasury in Washington. In the old days Hawaii would have had that money to spend for herself. She has already given the United States more than \$10,000,000 in gold cash as the price of annexation. She will continue to give it millions more, as the years go by. She has got almost none of her money back.

It would seem to be no more than or-



COAST OF OAHU, SHOWING PEARL HARBOR AND HONOLULU HARBOR

of deep river channel in the harbor and about 5,000 acres of shallow and comparatively deep water in the lochs. The fall of the tide is only about three feet. There are no typhoons or hurricanes in Hawaii.

Across the entrance to the main stem of the harbor is a sand bar, through which a channel 250 feet wide and 30 feet deep and 1,400 feet long has been dug. It needs to be deepened five feet more and to be made wider. The \$400,000 just appropriated for that purpose will probably open up the harbor within a year or eighteen months. Entrance then will be ready for the ships of the navy. They won't have to go to a neighboring island to coal when they arrive here in large numbers. Along the upper end of the main stem the Government has purchased a tract of forty-nine acres known as the Dowsett leasehold. Adjoining that and continuing along the south side of the East Loch it has purchased a tract of 600 acres, now under lease to the Honolulu Plantation Company. Opposite the far eastern end of this tract is an island of fifty-one acres separated by a channel about 250 yards wide which has also been purchased outright.

You run on for a mile or so and then you come to a fork in the road, as it were. Down from the mainland there comes a large peninsula. It is like Manhattan Island jutting down into the lower bay. Off to the west the so-called river runs up into what is called the West Loch. You take the right river; it is like going up the East River in New York. It turns about just as the East River turns above the New York Navy Yard; and then there comes Ford Island, which corresponds to Blackwell's Island; and then there are two bays which at the outset resemble the opening to Long Island Sound. You don't go far on either side of Ford Island where you find yourself in two great lakes, Middle and East Lochs. On the west side the West Loch is of the same general dimensions as the other lochs.

You look up the maps and you are surprised to find water as deep as forty feet over one-half of these lochs. The prospect is particularly pleasing. Back are the great mountains of the island and nearer are the sloping shores under sugar cane cultivation. A thick growth of shrubbery fringes the shores, which are raised above

diary justice that at least a good share of the money levied by the Government in Hawaii should be expended there, especially as it means national safety for the entire mainland. A meagre million of the enormous sum Hawaii has sent to the Government is now being used for the development of the great national harbor here. There are those who say that the least the Government should do is to set aside, say, two-thirds of the revenues of the Territory, and spend the sum here. In a few years Pearl Harbor will be a splendid naval station, if this plan should be followed. The Territory could use the money from its own revenues in broadening education and advancing the betterment of agriculture and good roads. Why shouldn't Hawaii have the right to spend a good share of the money she raises for the United States of America? Let the start be made with Pearl Harbor.

#### MEANS GREAT HELP TO COMMERCE.

But Pearl Harbor's improvement is also extremely important for commercial reasons. The opening of the Panama Canal has a most important bearing on this matter. When the canal is in operation a large

part of the commerce between Asia and the Atlantic ports of Europe and America will pass through it. Hawaii is almost exactly midway in the passage from Asia to the canal. It will be a matter of about eight or nine days steaming from Asia or the canal for the average freighter vessel to reach it. Such vessels will call for supplies at Honolulu. A conservative estimate is that within ten years such ships will number from 150 to 200 a month. They will want coal, they will want food. There is no room for fifteen or more of such ships in Honolulu harbor and there will be none. Why, it is on record that in the early '50s the whalers so crowded Honolulu harbor that one could step from deck to deck and walk all over the entire harbor.

Congress has authorized the expenditure of about \$1,800,000 in improving Honolulu harbor so that it will have a general width of 1,200 feet, a length of 2,000 feet and a depth of 35 feet, but dock room and a great number of international freight routes between Asia and Europe and America can be accommodated there. It will have to go to Pearl Harbor. There is ample room in the unreserved parts of that harbor to float the commerce of a Hongkong.

There will be erected the coal sheds and other large supply depots, and there also will arise a new city, a rival, or perhaps it would be better to say, an extension of Honolulu—Pearl City. The deep sea business of Hawaii will largely be done there. Of course some ships will call at Hilo, on the island of Hawaii, where the Government is about to erect a large breakwater, one of the most important places for the shipment of sugar, but in the main trans-Pacific commerce must call at Pearl Harbor.

Deeply important therefore is this national project of improving this fine sheet of water. It means more to commerce as well as protection for commerce and the nation at large. One enthusiastic writer has referred to Hawaii as a coming center for the "throbbing shuttles of a gigantic ocean traffic." Another speaks of the Territory of Hawaii as the "headlight of Americanism" on the Pacific. However it is viewed there can be no regret over the development of the one piece of water in its borders that means so much to the United States.

#### TWO GREAT BLUNDERS.

Two most serious blunders—one might call them blunders—have been made in our maritime policy in the last century. One was when we let the Marquesas Islands go and the other was when we allowed Magdalena Bay to pass out of our possession. David Porter annexed the Marquesas Islands in 1818. They command the entrance to the Panama Canal and have the same strategic situation toward it that Hawaii has for the western coast of the United States. They would be invaluable to-day as an outpost for the protection of the canal on the Pacific side and as a place of call for supplies and trading on the way from New Zealand, Australia and the South Sea Islands by ships bound through the canal. We let them go for lack of interest in them, and curiously enough James Monroe, Secretary of State at the time, was largely responsible.

We got possession of Lower California at the time of the Mexican War and we let it go when a peace treaty was made. As this correspondence on the cruise around South America has pointed out repeatedly, the possession of Magdalena Bay for target practice and a naval station on the southern end of California and on the way to Panama would be priceless.

#### "MONROE DOCTRINE OF THE PACIFIC."

No such mistake was made with Hawaii, but at times it seemed as if indifference would cause us the loss of this splendid outpost. As the report of the House Naval Committee says: "For sixty-five years the United States Government has officially recognized the strategic importance of the Hawaiian Islands and the necessity of preventing their occupation by any other nation." It was in 1843 that President Tyler served notice on European nations that this country would never consent to their using these islands for a military base. In 1850 Secretary of State Clayton notified France that we could never "with indifference allow them [the Hawaiian Islands] to pass under the dominion or exclusive control of any other Power." Secretary of State Daniel Webster reiterated the same "Monroe Doctrine of the Pacific" in 1861. William L. Marcy, James G. Blaine, other great Secretaries of State, reiterated it, as did William McKinley when he pleaded for the annexation of the islands.

Most Americans are familiar with the events which finally brought about the annexation of these islands in 1898. The Spanish war was the immediate cause. Dewey's victory made their possession necessary. It is not known generally, perhaps, that prior to that, in 1843, 1868 and 1878, the monarchs of the islands sought annexation and we refused it. Four times we refused a reciprocity treaty and not until 1876 was one adopted, which brought forth wonderful results. Three times, in 1874, 1880, and 1888 were United States men-of-war called on to land and did land force to maintain order there. Twice since the islands have been civilized was possession taken of them on behalf of Great Britain in 1881 and 1882. Since then, each time England refused to accept them.

The overthrow of royalty in 1893 was the beginning of the final step. Of the many anxious moments that the revolutionists passed through owing to the sudden reversal of policy of President Harrison by President Cleveland the country is well informed. Few persons now regret that by exactly a two-thirds vote, 28 to 21, on July 8, 1898, the islands were officially annexed to the United States exactly seventy-two years from the time the King accepted his first treaty with any foreign Power, a treaty which Capt. Timothy C. Jones, a merchant seaman, made for the United States, but which was not ratified, a policy that was followed for many, many years by our Government. It took the red hand of war to make these islands part of our country. Had it not been for that the islands ultimately might have shared the fate of Lower California and the Marquesas Islands so far as becoming part of our domain was concerned.

#### WORK OF KAMEHAMEHA THE GREAT.

There stands in Honolulu a massive statue to the one great figure of Hawaiian history. It is that of Kamehameha the Great. He it was who made a kingdom of Hawaii and developed his land so that he and his people passed from a state of barbarism and half savagery into a close approach to what we now call civilization. The figure is heroic and the massive headress upon it closely resembles the symbols worn on their heads by the Greeks at the time of the Trojan war. It seems to have been prophetic. It is a far cry from the condition in which Kamehameha moulded the people of these islands into one nation, dramatically driving thousands upon thousands of his opponents on this island of Oahu to their deaths. In 1790, over the Pali precipice, a sheer fall of 800 feet, to the modern civilization and the full rights of American citizenship which the people now enjoy.

The great chieftain died in 1816 at the age of 52. He had prepared the way for Amer-

icanizing the Pacific. The next year the traders and whalers and missionaries came almost simultaneously. From that time progress was swift. A record of a few events tells the story. The first English newspaper west of the Rocky Mountains appeared in Honolulu in 1838. Kamehameha III, granted a bill of rights in 1839. It is called the Hawaiian Magna Charta. In 1838 no less than 15,000 natives were converted to Christianity on one Sunday in July, seventy years ago. In 1843 the King came to be placed upon the seal and coins of the realm this sentiment:

"The life of the land is perpetuated by righteousness."

It is the motto of Hawaii to-day.

#### INDUSTRIES OF THE TERRITORY.

Hawaii sent food supplies to California in the days of '49. It established a postal service in 1850 and a banking system in 1858. In the ten days of Kamehameha the Great's rule the kingdom did a mighty trade in sandalwood. Now it is a few trees of that species can be found in the kingdom. The people derided the land of these trees and when the product was gone poverty ensued, an early and bitter lesson in forestry. Later came the days of sugar planting, the chief industry to-day of the islands, amounting to nearly \$27,000,000 in 1901. Coffee raising and rice planting became another great source of wealth. To-day the people are going extensively into fruit growing, and one of the sights of the islands is the presence of enormous groves of pineapples, said to be as fine in flavor as any grown elsewhere.

There is said to be a fine field for American farmers here. The place is ideal as to climate. The temperature almost never goes above 85 or below 52 degrees, and it is said that one may reap out of doors without a blanket ten months in a year. Surprisingly beautiful are all the large islands of the group. The population of all the islands is about 200,000. Of these the Caucasians number only about 12,000. The Portuguese number nearly 16,000, the Japanese number more than 75,000, the Chinese about 28,000. The Hawaiians, pure and mixed, number about 40,000. The rest is a mixture of South Sea Islanders and negroes. The population of Honolulu numbers about 45,000, of whom only a little more than 3,000 are strictly Americans.

Nevertheless the islands are completely Americanized. This is due chiefly to the long continued American influence here. In the early '20s the laws of Massachusetts were selected as a model for Hawaiian law. An American school system was established shortly afterward, and it is curious to note that almost immediately a large part of the sales of public lands was set apart for the support of the school system, a plan adopted afterward in most of the American Commonwealths. Cosmopolitan as Hawaii is it is no more so than parts of New York city, and no part of the East Side of the great metropolis is more American than this American acquisition.

No one can doubt that there is a tremendous commercial future for Hawaii. Politically the land is to hold the high honor of being the leading outpost of American national safety in the Pacific. The keystone of that position of safety is Pearl Harbor. An impressive sight it was to see this fleet of sixteen battleships lying off that harbor and unable to enter it. A still more impressive sight will be in a very few years, the presence of a fleet of warships flying the American flag inside that harbor. Even more impressive will be the sight of scores of merchantmen inside the same place engaged in trade and commerce, many of them, let us hope, flying the American flag, and all this made possible by the full awakening of the people and the Government to the necessity of establishing a naval base in that harbor.

#### THE MIDDLE AGED MAN.

Day of the Colored Bordered Handkerchiefs and Red Neckties Recalled.

"You know there was a time," said the middle aged man, "when it was the fashion for men to carry handkerchiefs with fancy borders. Then it was also the fashion for men to carry their handkerchiefs tucked in the outside upper pocket of their coat, with a corner sticking out."

"Well, the other day I came across in my possessions a handkerchief with one of those fancy borders; and do you know that the sight of it pleased me greatly. Perhaps it was because it carried me back to days when I was younger, though I don't think it was that so much as because I have a liking for color."

"Some of the colored" handkerchiefs were gaudy and foolish, with borders stamped in various hues and in grotesque patterns or figures; but then we had handkerchiefs with borders of intricate, stitched border of a single solid color, as blue or red; and I am free to say I liked those; and for that matter I have had handkerchiefs with downright fancy borders that I liked; and finding that old handkerchief the other day, which was one of that sort, and rather fancy, was nothing less than a pleasure to me."

"I suppose that really the only correct thing for a handkerchief is one all white, but, like the other day, I came across in my possessions a handkerchief with one of those fancy borders; and do you know that the sight of it pleased me greatly. Perhaps it was because it carried me back to days when I was younger, though I don't think it was that so much as because I have a liking for color."

"And I always liked the handkerchiefs with the colored borders. I remember that in the old days, there was a time when I wore always red neckties. Yes, sir, red neckties; though I now realize that I was a creature of habit, and that I had been wearing red neckties for so long that I had come to like the style might be."

"It was a pleasure and comfort to me to wear them. I worked hard and never lost sight of the job, but I permitted myself this freedom and luxury of wearing red neckties. In that I let myself have my own way, and I think that was an actual help to me."

"I don't know but what I should wear red neckties now if I didn't fear that they would look sort of queer on a man of my years. We are so mindful of what other people would think. But still I like red neckties, and I guess that when I get rich and old, without setting the world at defiance, I shall again wear them, though by that time I shall be a very old man, and I shall be coming very fast—I may have become so extremely sedate that red neckties will have come to seem to me a superfluity."

#### Test, Taste and Testimony in Court.

From the South Oahu Morning Post. The meaning of words and disputes as to the exact words used by witnesses caused some amusing arguments at yesterday's sittings of the Supreme Court. Sir Henry Berkeley was telling the jury that a witness said he went to a certain shop frequently. Mr. Slade objected that that statement was not correct. The word used was occasionally. Sir Henry turned up his nose and found that words were a good many times. "A good many times" means frequently, argued Sir Henry. "I venture to say Webster will prove that."

A little later Sir Henry said the witness was testifying that the man at the Cheung Loong shop.

"He said testing," interrupted the Chief Justice.

Sir Henry—"You test by testing, my lord. I know a lot about sugar to my cost [smiles]."